



US Transportation Command

Initiatives

28 April 2008



Joint Task Force- Port Opening (JTF-PO)



- **Joint Expeditionary Capabilities**
 - Pre TPFDD
 - No Marine Corps Costs
 - Modular, Scalable Force
 - Max size 163 personnel
 - Remains with their parent unit until notified by USTRANSCOM
 - Provides discharge capability for:
 - 550 Twenty-foot equivalent units every 72 hours
 - 250,000 square feet minus broken storage
 - Move cargo to forward nodes up to 10 Km



Joint Task Force- Port Opening (JTF-PO)



- Enables USTRANSCOM to Rapidly
 - Establish and Operate.
 - A port of Debarkation and Distribution Node
 - Facilitating Port Throughput in support of Combatant Commander
 - JTF-PO Aerial Port of Debarkation (APOD)
 - 12 Hour Response Time
 - Consist of Elements from
 - AMC Contingency Response Group
 - Single 55 Person Surface Element



Joint Task Force- Port Opening (JTF-PO)



JTF-PO Sea Port of Debarkation (SPOD)

-12 Hour Response Time

-Capabilities Provided:

- Joint Trained and Lead element with habitual relationships
- Capability to quickly assess and open a distribution Node and Network
- Organic or Contract Transportation
- Joint Assessment Team to conduct focused port and Distribution Assessments
- Dedicated element to conduct
 - Movement control Operations
 - Cargo on ward movements
- Organic in-transit visibility
 - Provides visibility of forces and cargo
 - At both port and debarkation and forward distribution node



Theater Enterprise Deployment and Distribution Effort



- Analytically identify needs
- Develop solutions for the theater to accomplish control functions including
 - Operational Planning
 - Optimization
 - Movement requirement identification
 - Movement performance assessment



Transportation Tracking Numbers (TTN)



Current process infers that closure occurred

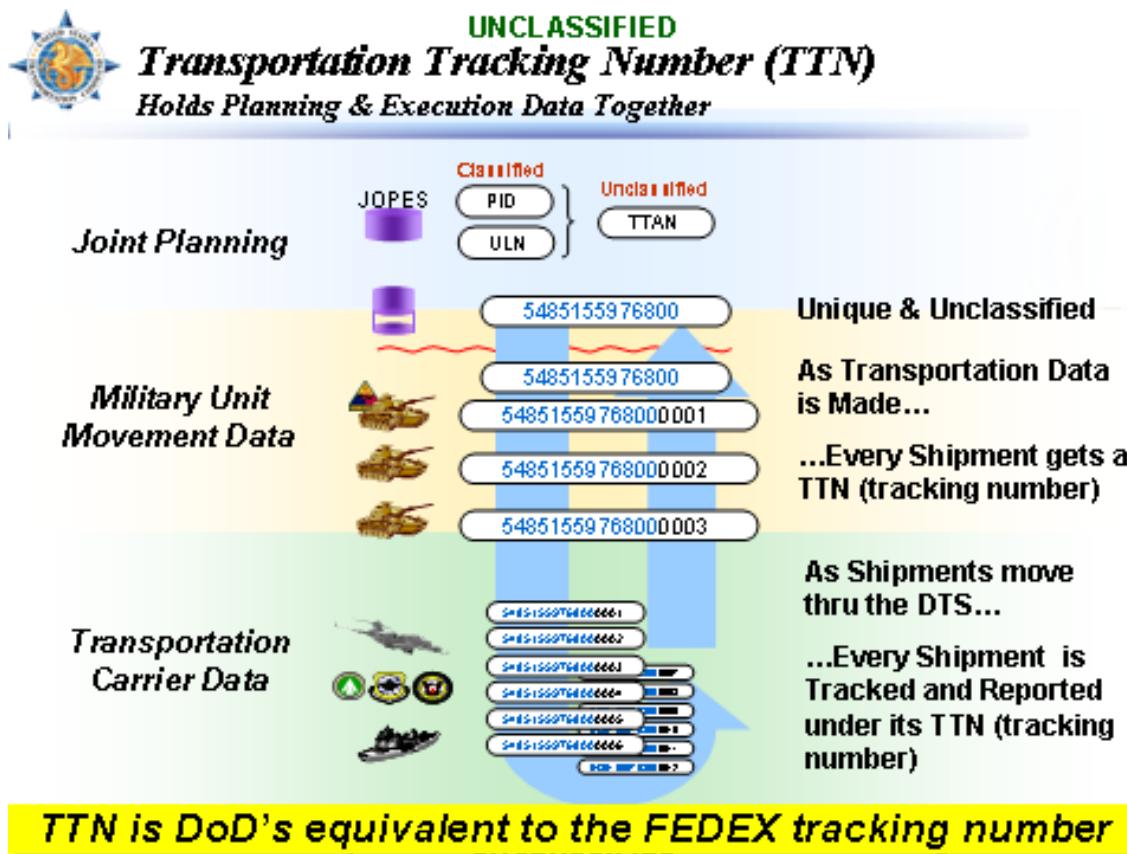
- **TTN provides:**
 - Status of force deployment in transportation pipeline
 - End-to-End synchronization of strategic and theater force movement
 - Ability to compare what actually moved against what was planned
 - Enables assessment of combat capability for employment
 - Multi-modal visibility of force movements on commercial lift assets
 - Actual closure visibility of each end item



Transportation Tracking Numbers



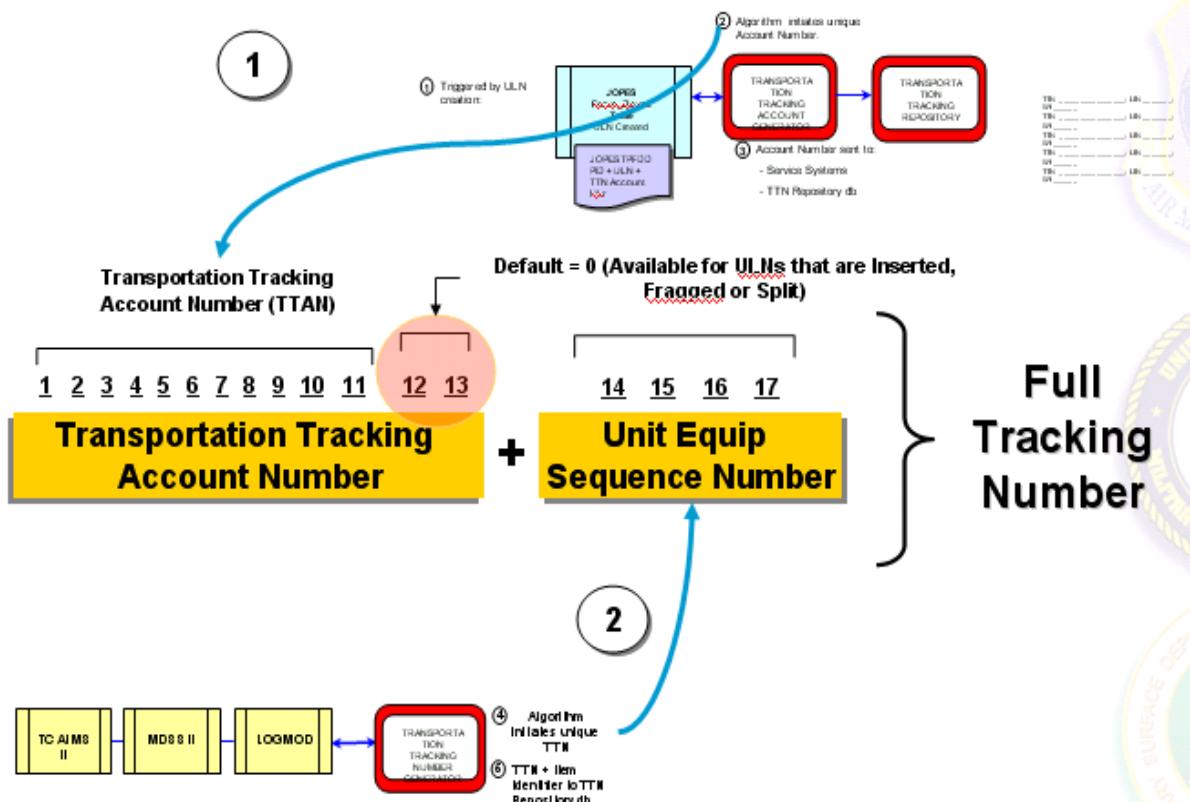
- JOPES and Defense Transportation System execution domain is significantly different



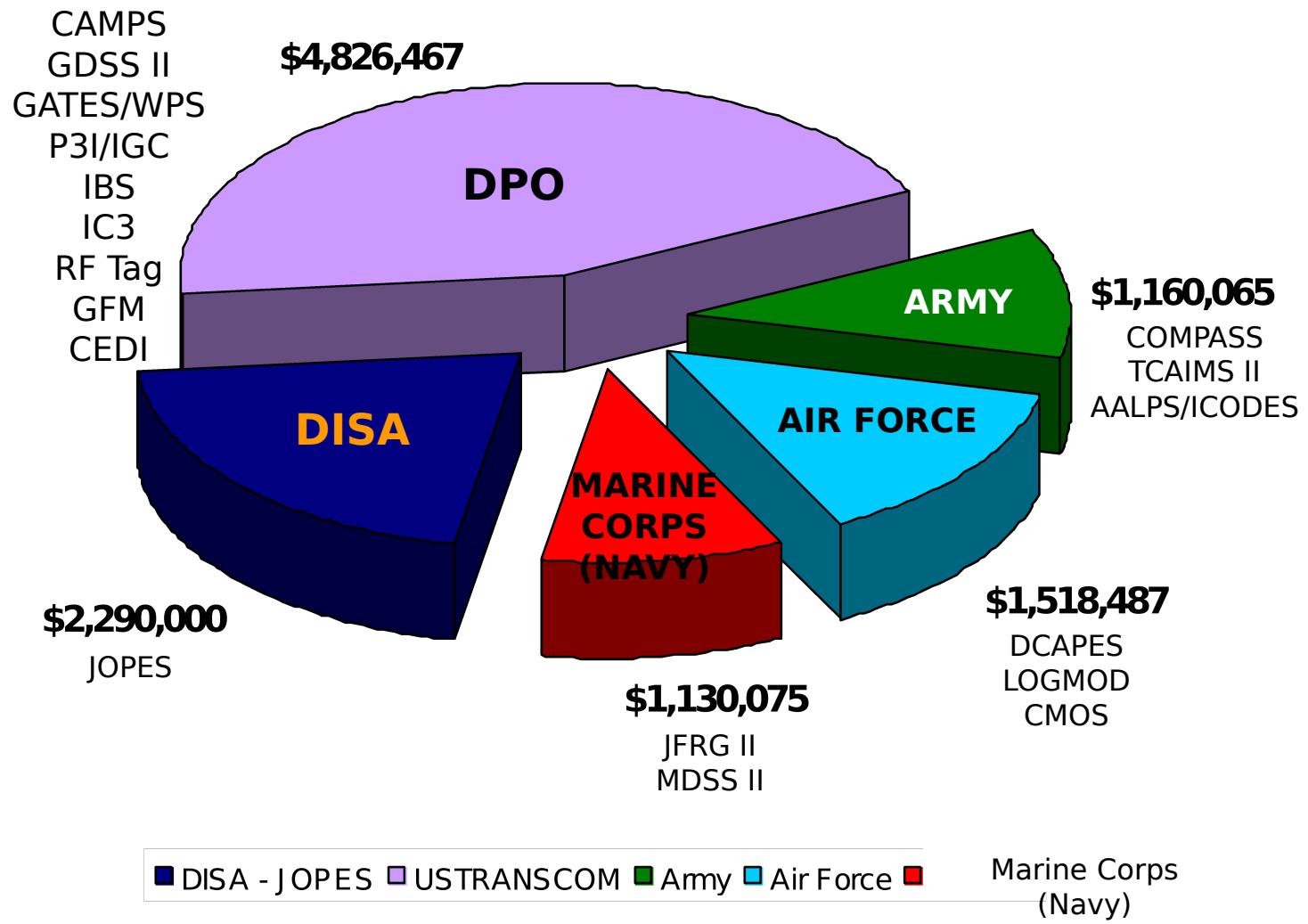


TTN

Solution Building a TTN



TTN Implementation: Stakeholder FY09-10 Estimates





Transportation Priority 4 (TP- 4) Movement CONOPS



- Maximize **unused airlift retrograde capacity** using TP-4 (Surface) rates
 - Low Priority Cargo (not part of redeployment)
- **60% availability on return channel missions from Iraq and Kuwait**
- **Class five and Class eight does not apply**
- **Benefits**
 - Convoy mitigation for cargo flying TP4 out of Iraq
 - Critical equipment repaired faster/back to the fight
- **Balad has ability to move Class-VII, five items of rolling stock and 40 pallets/week**
 - Applies to SECREPS, sustainment cargo, some class VII
- **Kuwait has ability to move Class IX/VII (pallets); 30 pallets/week**
- **LIMFAC exist for Balad (wash racks, Customs, Sterile Yards)**



Global Supply Chain Management



- **Formal Partnership between:**
 - US TRANSCOM
 - Defense Logistic Agency
 - US Services Administration (GSA)
- **Executive Steering Committee established**
 - Made up of members from all three organizations
 - Oversees initiatives to ensure mutual shared expectations



Global Supply Chain Management



• Goals

- Improve Operations, information sharing and integrated supply chain operations planning
- Adopt shared processes to gain efficiencies
- Determine information technology requirements
- Develop shared customer relationship activities and initiatives
- Share supply chain and distribution business intelligence and current event information
- Collaborate across boundaries of the supply chain



Human Capital Development



- Initiative designed to:
 - Develop its human capital
 - Build a cadre of trained and experienced joint logisticians
 - Improve the way the command does business from a global supply chain perspective



Human Capital Development



-U STRANSCOM developed a Joint Deployment Distribution Enterprise JDDE competency model

- Identifies the spectrum of core competencies and knowledge skill needed to accomplish DPO mission
- Can be used to identify requirements for entire JDDE
- Joint Staff J-4 reviewing model as potential template for entire log community



Human Capital Development



-**USTRANSCOM developed a Distribution Academy**

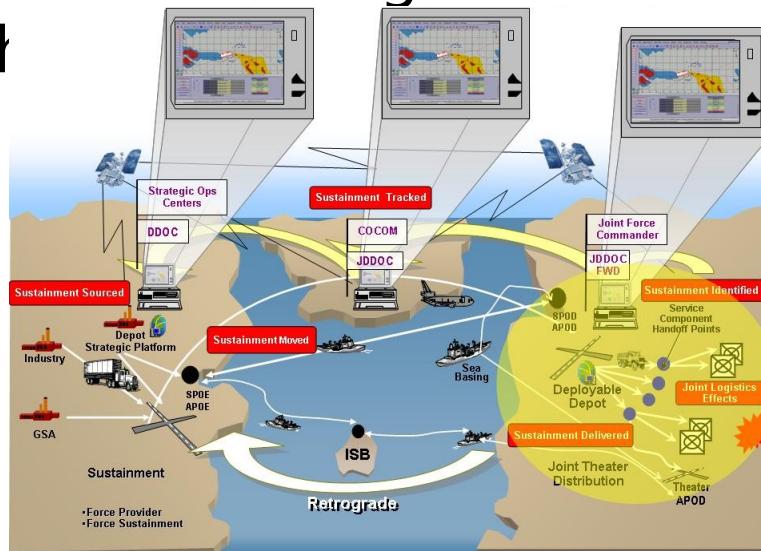
- Ensure people understand Distribution Operations
- Two Phases
 - Orientation course
 - »(DPO Overview)
 - » Commanders guidance
 - » Strategic Plan USTRANSCOM Concepts and Initiatives
 - »Staff Officer Training
 - Supply Chain Management program
 - »Targets Command's JDDE Billets
 - »Intro into Supply Chain Management (provided by ICAF)



Node Management and Deployable Depot (NoMaDD) ACTD



- Develop a tool to provide nodal management and visibility across the Joint Deployment & Distribution Enterprise and a Deployable Distribution Center (DDC) to manage the physical flow of sustainment materiel in the theater
- Provide near real-time logistics decision support and enhance the JTF-PO operations)





Joint Enabled Theater Access - Sea Ports of Debarkation (JETA-SPOD) JCTD



- Develop and demonstrate a LMCS that will be transportable by and employable from intra-theater sealift vessels as well as a planning/decision support tool to assist warfighters' assessment and selection of austere SPOD options
- Increased operational flexibility (deployment/employment/sustainment) by ~~extending reach into~~ austere environments
- Transition FY10



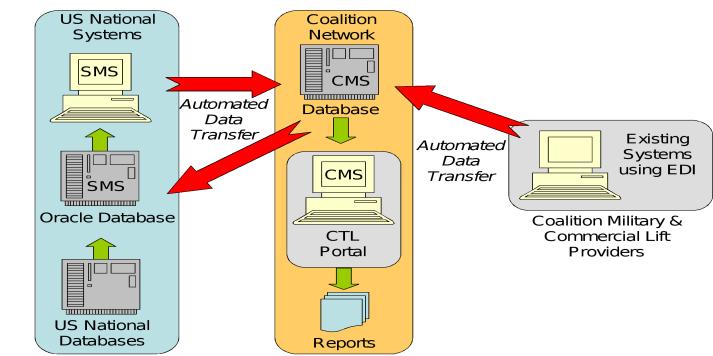


Coalition Mobility System JCTD



- Provides the ability to collect and query operationally relevant information pertaining to force movement and sustainment supporting coalition operations
- Allows for visualization of coalition movements and improved lift efficiency

POR: Strategic Mobility System (SMS) -





CONTRAIL

- Facilitate the carriage of military equipment for the United States Army and Marine Corps on conventional container ships
- Enables oversized unit equipment and 102-inch wide containers to be stored or moved aboard commercial containerships enhancing strategic sealift capabilities/capacity
- Originally a proof of concept/project completion
1QFY09/transition ad
for Intermodal Equip



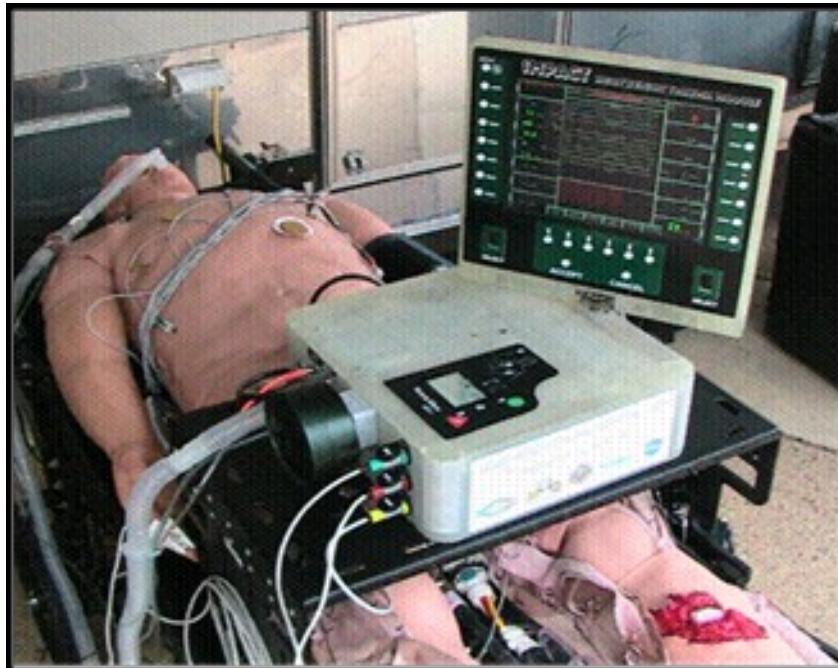
Authorization Board
Working Group



Lightweight Trauma Module



- Joint system to support the ongoing and seamless care of the ill or injured war fighter during all aspects of transport from Level II to Level IV and beyond
- Enhance DOD's ability to save lives/reduce long term effects from battle wounds/other injuries. POR: En Route Care System (ERCS)





Shipboard Selective Access and Retrieval System (SSARS)



- Adapt commercially air skid and develop prototype system to move representative cargo and vehicles in an LMSR cargo hold equivalent environment in conditions up to sea state 5
- Enhanced ability to conduct at sea operations. USMC developing transition strategy

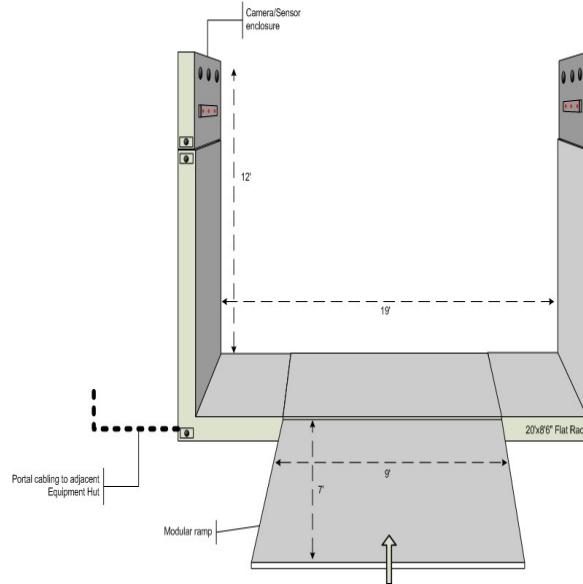




Optical Character Recognition



- Automatic system that captures container ISO numbers without relying on additional tagging, human intervention, battery life, and ambiguous dynamic, non-static, associations of tag and container number within a database
 - Increase positive control and management of shipping asset and supplies in the DTS resulting in cost savings from redundant/duplicate orders and shipments
 - Proof of concept

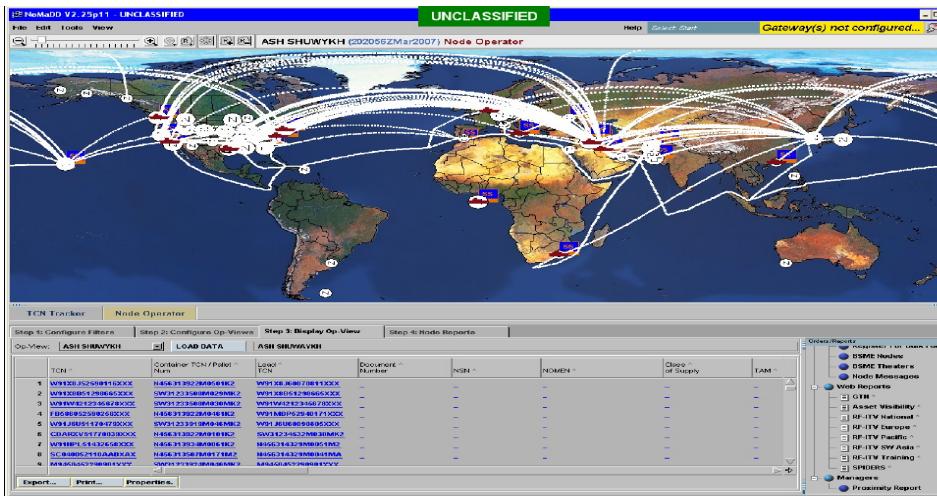




Collaborative Operational Picture for Deployment and Distribution (COP D2):



- Provides timely and actionable information to enhance warfighters' level of confidence in joint distribution processes
- Actionable information to make D2 decisions at all levels
- Multi-year systems integration effort





QUESTIONS?